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REOPEN MOSCOW-CHINESE BORDER THROUGH SERVICE;
SOUTHERN SYSTEM UNPREPARED FOR GRAIN SHIPMENTS

TRIP TAKES 160 HOURS -- Vechernyaya Moskva, 23 May 50

On 21 May the first through train from Moscow to the station of Otpor, on the Chinese border, left the Yaroslavskiy Station in Moscow. Direct railroad service on this route is being resumed after an interval of many years.

The train, drawn by an electric locomotive, consists of ten passenger cars, a baggage car, and a dining car. The trip from Moscow to Otpor takes 160 hours. The train will leave Moscow twice a week.

GOLITSYNO-ZVENIGOROD ELECTRIFICATION PROGRESSES -- Gudok, 14 Jul 50

The basic work on the electrification of the 16.8-kilometer Golitsyno-Zvenigorod railroad line has been completed.

The contact line has been hung from the 250 metal masts erected on the section. At the intermediate stopping points of Shkol'naya, Khlyupino, and Skorotovo, reinforced-concrete platforms covered with asphalt have been built.

New cars built by the Riga Railroad Car Building Plant will be put into service on the line, which is due to be opened to normal traffic 18 July. The electric trains will make the trip from Moscow to Zvenigorod in one hour 20 minutes, instead of the one hour 53 minutes required by steam-powered trains.

LONG-HAUL TRAINS INCREASE -- Gudok, 14 Jun 50

According to the new plan for making up trains, 42.7 percent of all cars loaded on the network are to be dispatched in long-haul (500 kilometers) trains. A special schedule has been established for the greater part of these trains. This schedule provides for a definite dispatching time for the trains from the loading points.

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On many railroad systems, divisions, and in many stations, long-haul trains are being dispatched strictly according to schedule. However, in many places the schedule is not being met. Either no such trains are made up, or they are not dispatched at regular times.

SCORES SOUTHERN SYSTEM -- Gudok, 7 Jul 50

The grain harvest is shaping up in southern Ukraine, and reaping will begin soon in the areas traversed by the Southern Railroad System. However, many storehouses within the limits of the Southern System have not yet been emptied of grain from the 1949 harvest because the directors of the system have not given the necessary attention to dispatching the grain, especially to points outside the Ukraine.

During the first 10 days of June the system failed to ship more than 900 cars. The Donets Okrug ordered Dmitryuk, head of the Southern System, to clear the storehouses. However, the system has not once since met the daily assignment, and Dmitryuk, while asking that 150 empty cars be sent per day to the Southern System through the station of Bakhmach, in his telegrams to the line organizations of the system blames the failure to meet the grain-shipping assignment on a surplus of freight cars on the system. This is actually the case. On 21 June the Lozovaya Division had 96 cars suitable for carrying grain and loaded only 17. The others were not delivered on time to grain-loading stations. On the same day, the Kremenchug Division, while having an abundance of empty cars, also failed to meet the loading assignment, and for the same reason.

Collection and preparation of boxcars for loading are poorly organized on the system. At some stations, Lozovaya in particular, empty boxcars are not sorted out at all and are often sent to the Donets Basin to be loaded with coal. Also, little care is given to the quality of repair of rolling stock for carrying grain.

Failure to empty the warehouses of grain is often the fault of the "Zagot-zerno" offices, but recently the case has often been that the grain is ready to be shipped and there are no freight cars. The Poltava-Kiyevskaya station receives every day only one half of the cars required by its clients, and such is the situation at many other points.

CENTRAL ASIA, TRANSCAUCASUS MOVE GRAIN -- Gudok, 16 Jun 50

The first trainloads of grain are being loaded in Central Asia and in the Transcaucasus. The harvesting is beginning in the Kuban' area.

On the North Caucasus Railroad System, 1,800 cars, formally put into reserve, but actually not suitable for loading, have accumulated.

PLANS PLAGUE TRANSCAUCASUS SYSTEM -- Gudok, 7 Jul 50

The numerous variations of the plan which have been received recently by the Transcaucasus Railroad System not only do not aid execution of the year assignment, but also provide a certain hindrance to operations. The continual changes in the operational plans have taken on such a character that it is completely impossible to understand which plan is the guide for action during a given quarter or month.

For instance, for the first quarter, on 30 December the Ministry of Transportation sent the Transcaucasus System, through the Caucasus Okrug, a plan for the quarter. On 7 January the Caucasus Okrug announced the quarterly division of the year plan. As a result of further changes and corrections of the month

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and so-called technical plans, the assignment for average daily carloadings for the first quarter was finally determined only in April. In all of these variations the volume of carloadings varied greatly, and the deviation from the year plan amounted to 14 percent.

On 21 April, the system was told that the first-quarter plan for unloading and exchange of cars had to be calculated according to the quarterly division of the year plan. But on 30 April another order came to calculate the quarter plan by the sum of the month technical plans. The resulting discrepancy for unloading amounted to 25 percent.

Matters are still worse with the planning according to months. In March, the system received four programs: first, a plan drawn up according to the month division of the quarter plan, next a preliminary plan, then a final plan, and finally a technical plan which was further changed several times. The discrepancy between these plans reached 26 percent. The same was the situation in April. As of 1 May, the system had four variations of the May plan.

The situation has been complicated further by the fact that the Ministry of Transportation has proposed to establish for the divisions quarter plans broken up by months.

EVALUATES LOSSES FROM DELAYS -- Gudok, 23 Jun 50

Bol'shevistskaya Putevka, newspaper of the Transcaucasus Railroad System, states that each hour of delay of a railroad car causes a loss of 2 rubles; a delay of a freight train for one minute causes a loss of 3 rubles 50 kopecks; and failure to load a train up to the weight norms causes a loss of 13 rubles per ton. To delay a steam locomotive for one hour of turnaround time causes a loss of 104 rubles, and to delay an electric locomotive for one hour of turnaround time causes a loss of 62 rubles, the paper states.

LOCOMOTIVE ENGINEERS IGNORE PYROMETERS -- Gudok, 23 Jun 50

Soviet locomotive-building plants produce locomotives equipped with pyrometers. The neglectful attitude of locomotive engineers of the Irkutsk-2 depot and on the whole Eastern Siberian Railroad System toward the pyrometers should not be permitted. When a defect appears in a pyrometer, nothing is done to correct it. A damaged pyrometer can remain for years in a locomotive without being repaired.

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